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LETTER DATED 4 MARCH 1996 FROM THE PERMANENT REPRESENTATIVE OF THE LIBYAN ARAB JAMAHIRIYA TO THE UNITED NATIONS ADDRESSED TO THE PRESIDENT OF THE SECURITY COUNCIL

I have the honour to inform you that, some time ago, we submitted to the Security Council Committee established pursuant to resolution 748 (1992) a request to be allowed to purchase, for use in cases of emergency medical evacuation in the place of one of the other approved aircraft (a Corvette SN 601), a JetStar L-329/731 with sufficient fuel capacity for seven hours of flight and thus capable of reaching all of the destinations approved by the Committee. Regrettably, however, the Committee informed us by its communication S/AC.28/1996/OC.14 that it was unable to grant this request.

Of the Libyan medical evacuation service's four approved aircraft, two are front-line aircraft and two are support aircraft. One of the front-line aircraft, a 1976 Corvette SN 601, is out of service because it is in need of maintenance. It is also not capable of reaching a city like Bonn, for example, because it has sufficient fuel capacity for only three and a half hours of flight and thus no safety margin without a technical stopover. The other front-line aircraft is a 1968 JetStar L-329, and it has recently been serviced. It is the only aircraft currently making medical evacuation flights. The two 1979 Beechcraft BE-200 aircraft approved by the Committee as support aircraft are not in use because they are in need of maintenance. They require five and a half hours to reach Bonn. These four aircraft perform humanitarian medical evacuations, within and outside the Jamahiriya and for both Libyan nationals and foreigners, carrying patients and seriously injured victims of road accidents and natural disasters. As we have indicated, three of them are out of service for lack of essential spare parts, which are supposed to be exempt from the provisions of resolution 748 (1992) for humanitarian reasons, and because of their advanced age and constant need of maintenance.

The only aircraft that is operational is the JetStar L-329. It is capable of flying 1,300 air miles, and it makes long-range non-stop flights despite the fact that the international air safety code urges that sufficient fuel should be carried from the point of departure to enable an aircraft to reach its point of arrival with sufficient fuel on board to continue to an alternate airfield should it be unable to land at its original destination and for 45 minutes on hold over its destination for such unforeseen reasons as airport closure or

inclement weather. Given these parameters, it is not possible for the three other aircraft approved by the Committee to make direct medical evacuation flights without a stopover at an intermediate airport if the international air safety code is to be observed. This hinders the Libyan medical evacuation service in the performance of its humanitarian functions.

We should like you to bring this matter to the attention of the Security Council with a view to securing its approval for the purchase of the aircraft in question for use in medical evacuations, given that there is a pressing need for it in order to save the lives of Libyans and of non-Libyans present in the country.

I should be grateful if you would have this letter circulated as a document of the Security Council.

(Signed) Mohamed A. AZWAI
Permanent Representative